



Cllr Clare Fraser  
Town Hall  
Wandsworth High Street  
London  
SW18 2PU

18<sup>th</sup> January 2023

Dear Clare

Thanks once again for coming along to the Partnership last week. I know the members really valued your willingness to engage in dialogue, and your appreciation of the significance of transport issues for this place, and of the granular distinctiveness of the challenges we face here.

As I said, we are keen to build a reputation for constructive and positive engagement, and particularly for sound advice about local conditions, and sensible, actionable proposals for improvements. I hope you got the impression of a group that has good local roots and wants to work in partnership.

It struck me as a very positive meeting. We covered many issues: it was very interesting to hear your views and experience so far, and I hope some of what was said was useful to you in forming a picture of Roehampton. It was particularly encouraging to know that our proposals for cycle lanes are getting traction, and we look forward to hearing more in due course.

We recognise some of the matters people surfaced may never be able to be resolved, and we are certainly realistic about this. But I also sensed there was a real possibility of moving forward in some areas that will have a noticeable impact on the lives of people here, and on helping form Roehampton as a community.

The key issues that emerged seemed to be:

- Bus capacity. This problem has been growing for some time, and is particularly felt on Alton Road, which is served by buses that don't terminate in Roehampton. It looks like it will continue to intensify, particularly when the Pocklington Hall flats are occupied. Besides simply increasing size or frequency of buses, some suggestions came forward for route changes (extending the K3 to Roehampton; re-routing the 969 through Roehampton). This then brought up the question of whether bus access from Danebury Avenue to Priory Lane using rising bollards would help connectivity the Lennox Estate and Barnes Station – though there is a history of local reluctance to consider this.
- Roehampton Lane. This is a barrier in the community, poses safety and health challenges, and pushes people away from the geographical centre of the community, which in turn makes it harder to generate a long term sense of place. Some good

The Roehampton Partnership: [www.roehamptonpartnership.co.uk](http://www.roehamptonpartnership.co.uk)

The Revd Joshua Rey, Chair, 7 Ponsonby Road SW15 4LA / 07525 4210 681 / [mail@joshuarey.com](mailto:mail@joshuarey.com)

proposals for at least slowing down traffic, so that the two sides of the road can reconnect: zebra crossings and other junctions; possibly reducing the speed limit.

- Parking. Another issue that is on a trajectory and without intervention will only get worse. It was good news that the University have re-opened their parking. But parked cars will continue to encroach on pedestrian spaces. Unlike the bus issue, however, there was no obvious solution. Should we be in a CPZ? I fear there will be no consensus!
- Other connections. Roehampton is unusual among inner London districts in its distance from any form of rail transport. There is no silver bullet solution to this (apart from a Northern Line extension!) Improved cycling to East Putney might be one part of the fix. Better access to Barnes which could be brought into Zone 2 to take the pressure of buses from Putney mainline might be another

As to actions, I sensed we might be able realistically to hope for the following:

- Put the proposed cycle routes in place, with a modest amount of signage and changes to street furniture. I would very much like to see this happen by the Summer so we could have an opening ceremony with a guided cycle run along the routes and a bit of a fanfare (we might even link this to the Arts Fringe in June – a fancy dress cycle ride?) This would publicly signal forward movement, which I think the community would find encouraging. Do you think it might be doable?
- Then looking forward it would be great to pick off one or two more projects in the short to medium term. I would propose two initially which seemed to enjoy good support:
  - Improving access to Barnes (a) by modifications to the station to make it easier to get into and (b) by bringing it into zone 2, so that half the people who currently use Putney could use Barnes instead for the same cost, reducing the load on buses to and from Putney. This is obviously a complex task involving several different agencies, but would be valued here.
  - Introducing some more crossing points on Roehampton Lane, to improve connectivity between the two halves of the community and to slow through traffic. This might also fit in with enhancing the cycle routes. Again, however, it's a complex inter-agency piece of work.

Do you think these might be a way forward? If so, we would of course wish to do whatever we can to help things move. What would be the sensible next step?

Lastly, I'm attaching the output from the transport consultation hosted by Roehampton University a couple of years ago. The work we have done on cycle lanes and buses *etc* grew out of that. There is much else in here, however: some of it a little far-fetched, but much which would be actionable and value-added.

I and the Partnership very much look forward to continuing this dialogue, and to working with you, both to support your work and also, we very much hope, to help shape Roehampton's future.

With thanks for all that you give to this community, and every good wish



The Revd Joshua Rey, Chair, Roehampton Partnership

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